

SR-85 AREA TRANSPORTATION PLAN REPORT

September 12, 2008



TOWN OF BUCKEYE
1101 E. ASH AVENUE
BUCKEYE, ARIZONA 85326

Prepared by W.C. Scoutten, Inc.

SR 85 AREA TRANSPORTATION PLAN

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1.0 INTRODUCTION

1.1 Background

State Route 85 (SR 85) has long served as a primary north/south roadway in the west valley from I-10 to Gila Bend with a connection to I-8 providing access to Yuma and southern California. As the valley continues its growth, traffic has significantly increased. The Arizona Department of Transportation (ADOT) has recognized this continuous growth and resultant traffic increases. In order to mitigate these increases and plan for the future growth of the area, ADOT has embarked on a major widening effort for SR 85 which will also transform the roadway into a limited access highway. The first phase of these improvements will widen SR 85 from I-10 to Southern Avenue for which construction is scheduled for early 2009. This will make the area very attractive for development, particularly industrial and commercial users, due to the excellent access to the new highway.

The original design for the widening of SR 85 included a one way frontage road on each side of the highway. During the preliminary design phase of the project, an owner of properties adjacent to SR 85 approached ADOT and the Town, with a proposal to construct Town roads through private properties on each side of SR 85 from I-10 to Broadway Road instead of the frontage roads. This would provide much improved traffic circulation and development potential along the SR 85 corridor. All agreed, in principle, to the concept and the Town agreed to begin the process of forming the SR 85 Improvement District to construct the roads along SR 85 together with water and wastewater facilities to support development of the properties in this area. ADOT has also agreed to provide funding for a portion of the roadways and one of two bridges over the Roosevelt Irrigation District canal, up to the amount they would have spent for the frontage roads, approximately \$4.1 million. Since then, the Town has met with adjacent property owners who are supportive of forming the SR 85 Improvement District.

1.2 Purpose and Approach

The purpose of the SR 85 Area Transportation Plan is to delineate the overall roadway system needed for future traffic circulation within the area and particularly along the SR 85 corridor from I-10 to Broadway Road. It will also assure future access to all of the properties along SR 85 that will be impacted by ADOT's construction project. .

The overall area of the transportation plan is bounded by I-10 and Yuma Road on the north, Southern Avenue on the south, Palo Verde Road on the west, and 255th Avenue on the east.

Adoption of the SR 85 Area Transportation Plan is necessary to confirm the roadway alignments within the Plan area and to satisfy certain requirements of the Arizona Department of Transportation to fund the initial improvements noted above. At the time of previous improvements to SR 85, ADOT provided a written guaranty to adjacent property owners that access would always be available to SR 85, which for the new construction would have been the frontage roads. In order for ADOT to agree to the Town road concept, they require that the property owners release the access guarantee through executing and recording a Quit Claim Deed. While the property owners are willing to provide the deed, they need assurance that the Town roads will be constructed at some point in time. Adoption of the Area Transportation Plan, and its incorporation into the General Plan, will provide the assurance required by the property owners and satisfy ADOT's commitment to provide access to the properties along SR 85.

2.0 TRAFFIC CIRCULATION

2.1 EXISTING CONDITIONS

The Town of Buckeye's State Route 85 (SR 85) Area Transportation Plan (SR 85 ATP) is approximately a 13.5 square mile area bounded by Palo Verde Road to the west, 255th Avenue (East of Rooks Road) to the east, Southern Avenue to the south and Interstate-10 to the north.

State Route 85 (SR 85), which falls under the Arizona Department of Transportation's jurisdiction, is currently an at-grade intermittent two and four lane divided roadway facility that generally follows along the Township line (Township, West 4). Traffic flows north and south along SR 85, however, all traffic must either exit to the east or west at the System Interchange (SI) between SR 85 and Interstate 10. East-west surface streets intersect mainline SR 85 traffic flow where at grade signalized turnout lanes allow for exiting and entering traffic to either diverge or merge onto or off of SR 85.

ADOT currently is working on reconstruction of the SR 85 corridor from I-10 to I-8 and has an implementation plan that outlines various stages of construction and planning ~~(an exhibit of this implementation plan is included)~~. ADOT has completed almost all of right-of-way acquisition within the area plan that establishes the ultimate "foot print" of the SR 85 facility.

Most of the land within the region is rural/agriculture. The east half of the Westpark residential subdivision within sections 18 and 19 contains single family home developments. The southwest portion known as Westpark Unit 2.1 located in the northeast corner of Section 24, has been platted but is undeveloped. The remaining areas are either entitled or are in pre-plat stages of the development process.

Most of the projected land uses along both sides of SR 85 are commercial or industrial.

The current existing roadway conditions are as follows:

Existing north-south roadways

Palo Verde Road

Two lane paved road some localized right-of-way

Wilson Avenue

Two lane unpaved road

279th Avenue

No roadway and no dedicated right-of-way

Turner Road
Two lane unpaved road with some localized right-of-way

271st Avenue
No roadway and no dedicated right-of-way

Rooks Road (North of Broadway Road)
Two lane unpaved road

Rooks Road (South of Broadway Road)
Two lane unpaved road with some localized right-of-way

Existing east-west roadways

Yuma Road (West of SR 85)
No right-of-way to Palo Verde Road

Yuma Road (East of SR 85)
No right-of-way or roadway within area plan due to I-10 alignment

Lower Buckeye Road (West of SR 85)
Two lane paved road to Turner Road. Graded roadbed through Defunct Westwind Development to Palo Verde Road

Lower Buckeye Road (East of SR 85)
Two lane paved road from Rooks Road to 255th Avenue

Warner Street (West of SR 85)
No roadway and no dedicated right-of-way within area plan

Warner Street (East of SR 85)
No roadway and no dedicated right-of-way west of Westpark Unit 2.1

Broadway Road (East of SR 85)
Two lane paved road with some localized right-of-way

Broadway Road (West of SR 85)
No roadway and no dedicated right-of-way

2.2 FUTURE NEEDS AND SOLUTIONS

The Town of Buckeye has currently updated its General Plan that incorporates a planning area wide transportation circulation element roadway network. Additionally, the Maricopa Association of Governments Regional Council has adopted the I-10

Hassayampa Framework Transportation Study whereby, the combination of both the General Plan Update and the Framework study provide high level planning overviews that essentially determine the "corridors of the future". The basis of such roadway networks come primarily from approved entitlements within the Town of Buckeye. The results establish an overall circulation network hierarchy at the Freeway, Parkway and Major Arterial levels. Whereas, the SR 85 Area Transportation Plan is a refined subset of the General Plan and I-10 Hassayampa Framework Study (approximately 13.5 square miles) that provides a sub regional level of transportation planning refinement. The State Route 85 (SR 85) Area Transportation Plan network is based upon a full build out scenario. Particular emphasis is placed on servicing the future anticipated land uses with sufficient circulation roadway network facilities.

The SR 85 Area Transportation Plan shows street classifications that service the needs along the SR 85 Commercial Corridor and areas to the west and south of I-10 and SR 85. (See overall plan exhibit) The facilities range from Parkways, Major Arterials, Minor Arterials and Commercial and Non Commercial Collector Streets.

The following street classifications are proposed planned facilities:

North-South Roadways

<u>Roadway</u>	<u>Classification</u>	<u>Right-of Way</u>
State Route 85 (SR 85)	Freeway	300-400 feet
Palo Verde Road	Parkway	200 feet
Wilson Avenue	Major Arterial	140 feet
Turner Road	Major Arterial	140 feet
Rooks Road (South)	Major Arterial	140 feet
272 nd Avenue	Minor Arterial	110 feet
West Connector Road	Minor Arterial	110 feet
East Connector Road	Minor Arterial	110 feet
Rooks Road (North)	Minor Arterial	110 feet
271 st Avenue	Commercial Collector	80 feet
279 th Avenue	Collector	70 feet

East-West Roadways

<u>Roadway</u>	<u>Classification</u>	<u>Right-of Way</u>
Interstate 10	Interstate	300-400 feet
Yuma Road (West of Turner Road)	Major Arterial	140 feet
Broadway Road	Major Arterial	140 feet
Yuma Road (East of Turner Road)	Minor Arterial	110 feet
Durango Street	Minor Arterial	110 feet
Lower Buckeye Road (West of SR 85)	Minor Arterial	110 feet
Warner Street	Commercial Collector	110 feet*

*Special case facility - Collector Street built within minor arterial right-of-way.

The respective functional classification roadway cross section exhibits are included in the report as reference.

2.3 CONSTRAINTS AND OPPORTUNITIES

The SR 85 Area Transportation Plan takes into account Context Sensitive Solutions. In particular, the constraints and opportunities that limit or enhance the placement of the roadway facilities are as follows:

Constraints

- Physical separation from west and east planning area by SR 85
- Roosevelt Irrigation Canal (RID) at or near the intersection section line roadway alignments

The I-10 Hassayampa Framework Study determined the need for additional east-west roadways in addition to I-10 as a result of Sun Valley Area traffic needing to circumnavigate around the natural north south barrier to east-west traffic known as the White Tank Mountains. The study has traffic movement forecasting heavy traffic loading from the Sun Valley area south onto I-10 heading towards downtown Phoenix.

The Hassayampa Framework Study points to the need for additional east-west higher capacity surface streets or "quasi" mini relievers to I-10. Immediately south of I-10, SR 85 provides a physical separation barrier between communities on the east and west sides of SR 85. This barrier causes challenges for mid section line roadways across SR 85 that enable east-west connectivity which ultimately helps mitigate future I-10 capacity issues.

The Roosevelt Irrigation Canal alignment affects the ultimate locations Major Arterials along section lines. Broadway Road and Warner Street, west of SR 85, are typical examples of this type of alignment constraint resulting in major arterial alignments shifting off of the section-line/grid pattern.

Opportunities

- I-10 Hassayampa Framework- I-10 Access Review and Evaluation Report
- Improvement districts within the area plan
- Planning proactively versus reactively

The need for additional east-west connectivity to ease the traffic burden on I-10 is essential for sustainability purposes. The I-10 Hassayampa Framework, I-10 Access Review and Evaluation Report completed in April of 2008 provides for I-10 east-west frontage roads with a half diamond Traffic Interchange (TI) at Turner Road and a full access Traffic Interchange (TI) at Wilson Ave, with Collector-Distributor roads that separate merging traffic from diverging traffic from mainline I-10 traffic at the Wilson Avenue TI.

The State Route 85 (SR 85) Area Transportation Plan takes into account the proposed SR 85 Improvement District project which sets the initial framework of roadway development along the SR 85 corridor between I-10 and Southern Avenue. Future planning and studies may be needed in order to revise planned roadways as development occurs. Moreover, any revisions to this plan shall be done under a General Plan Amendment.

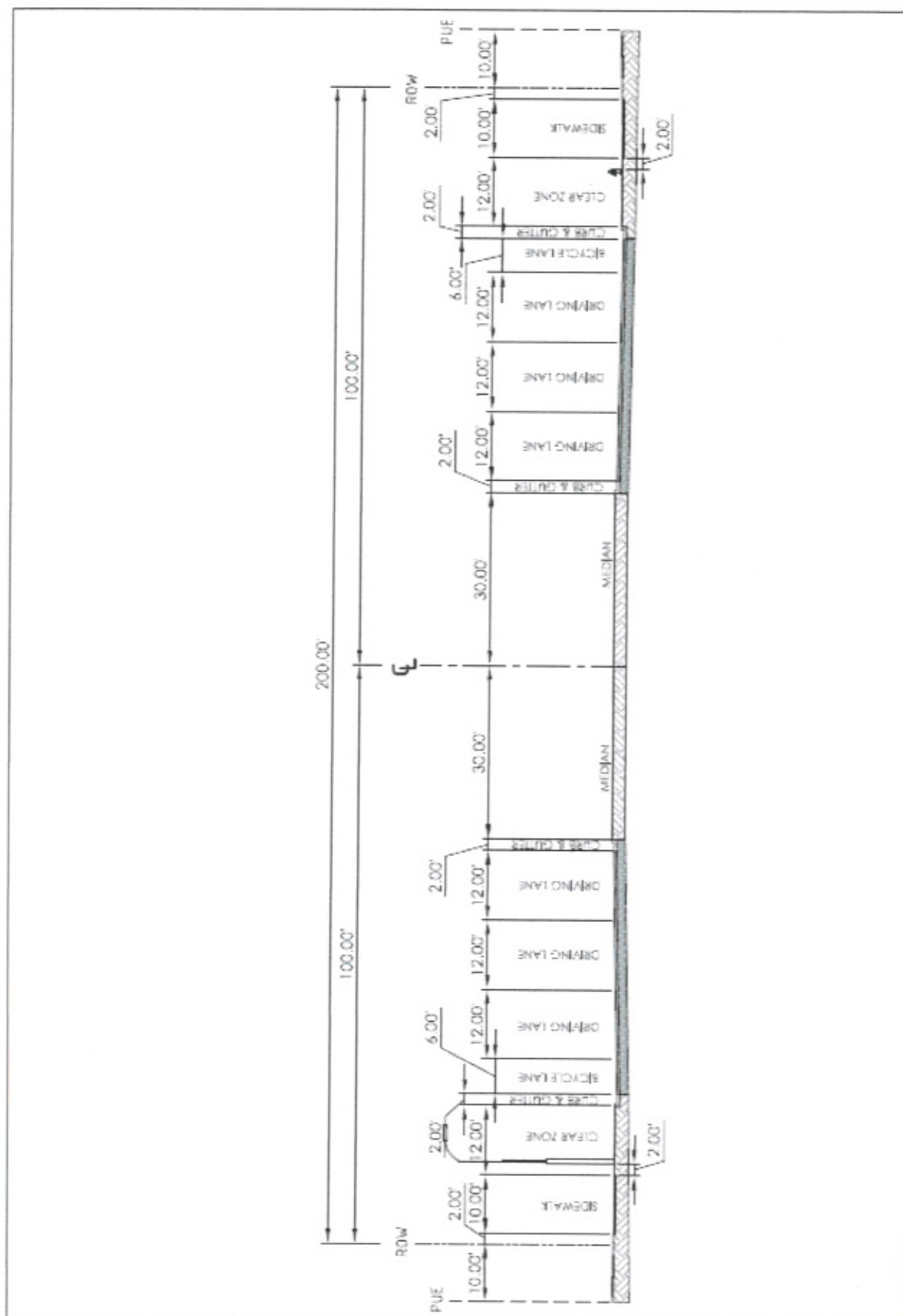


EXHIBIT B

 TOWN OF BUCKEYE, ARIZONA CONSTRUCTION DETAILS	PARKWAY (200' ROW)		DATE 06/2007	REVISED N/A	DETAIL # B-241

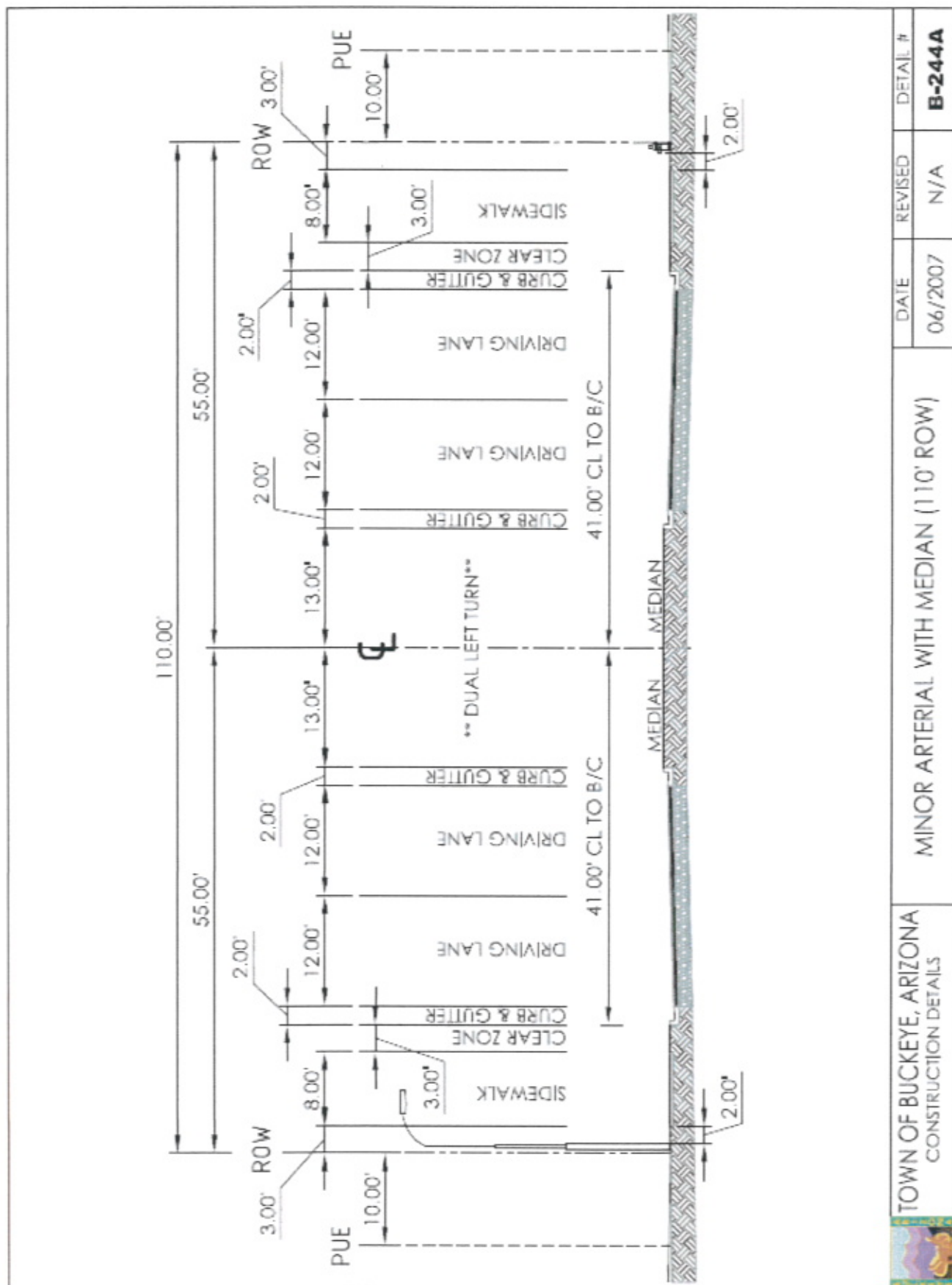


EXHIBIT D

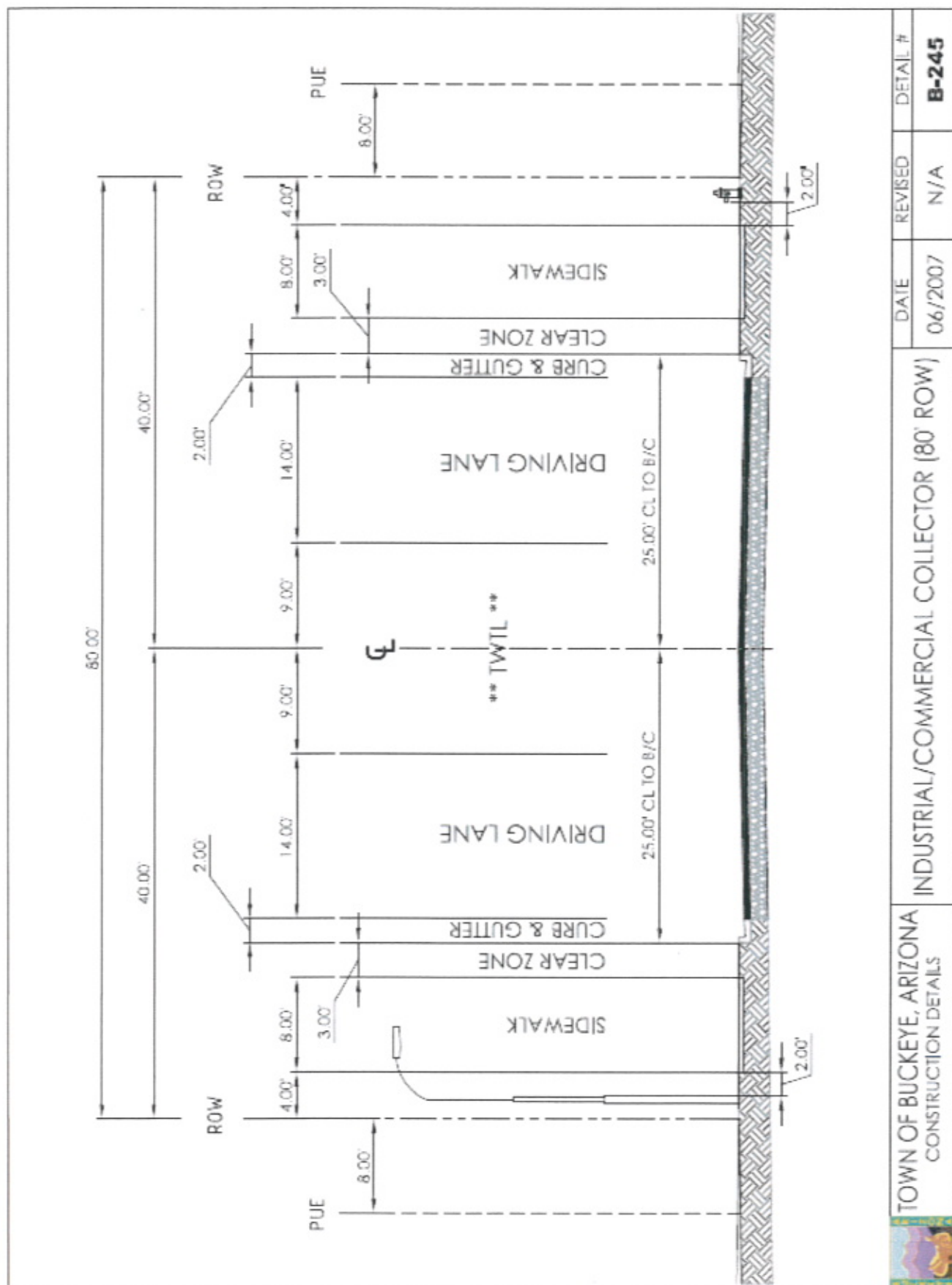


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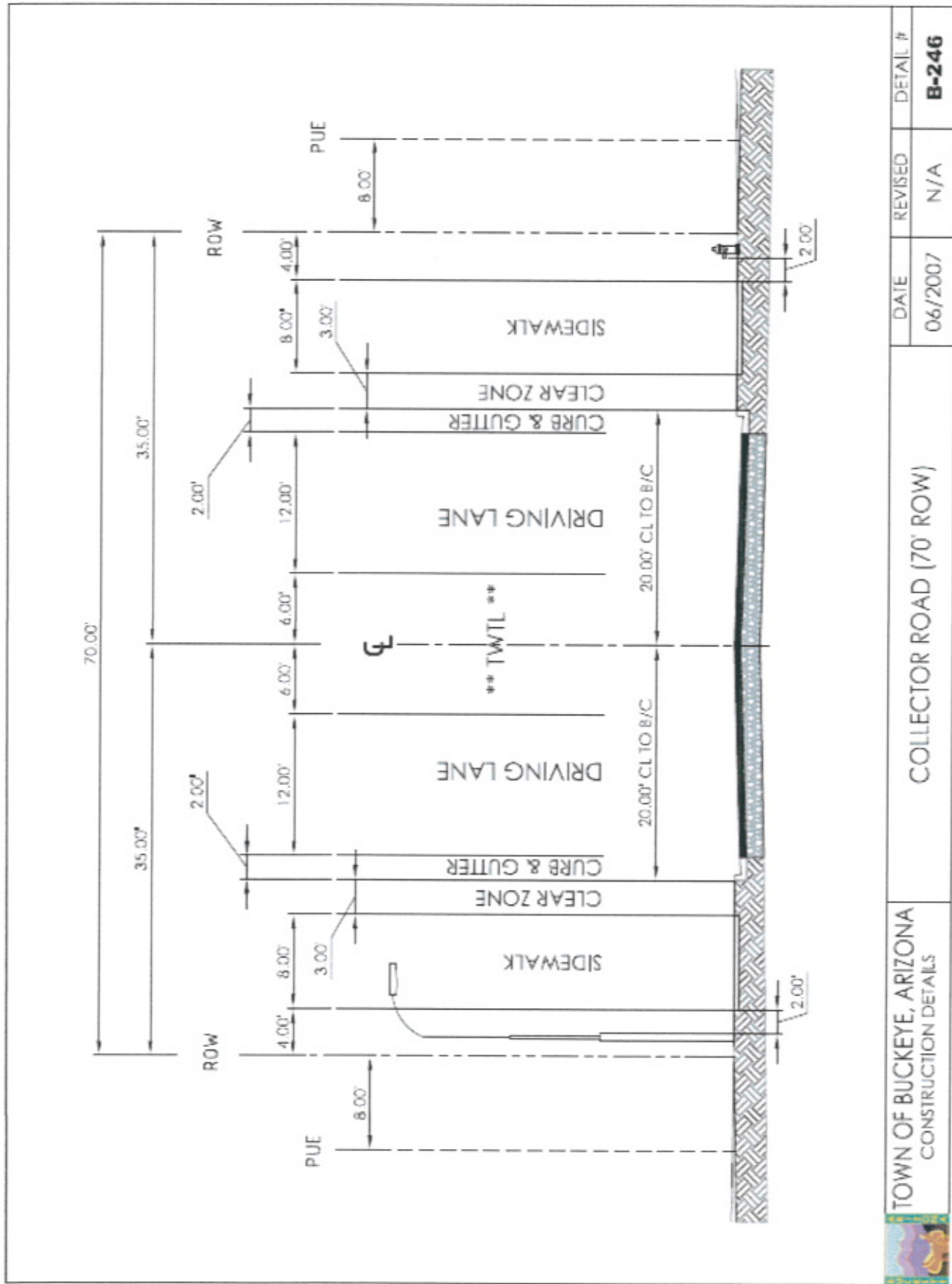


EXHIBIT F

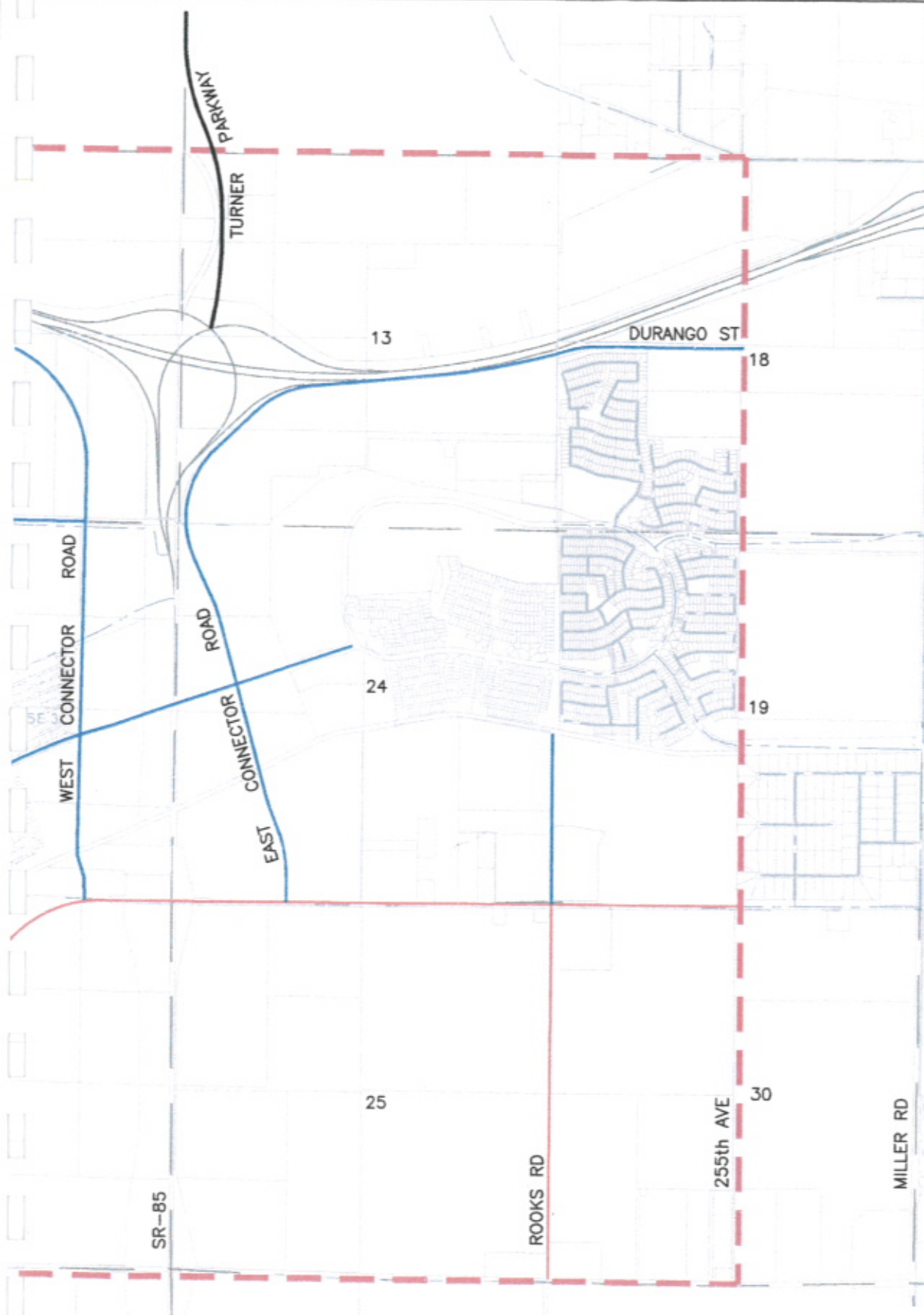
TOWN OF BUCKEYE, ARIZONA
CONSTRUCTION DETAILS

COLLECTOR ROAD (70' ROW)

DATE
06/2007

REVISED
N/A

DETAIL #
B-246



LEGEND

1000 500 0 1000
SCALE 1" = 1000'

PARKWAY (200' ROW)
MAJOR ARTERIAL (140' ROW)
MINOR ARTERIAL (110' ROW)
COLLECTOR (70'-80' ROW)

SECTION LINES
LOT LINES
EX. STREET CENTERLINE
STUDY AREA

SECTION LINES
LOT LINES
EX. STREET CENTERLINE
STUDY AREA

SCALE: 1" = 1000'
DESIGNED BY:
DRAWN BY:
CHECKED BY:

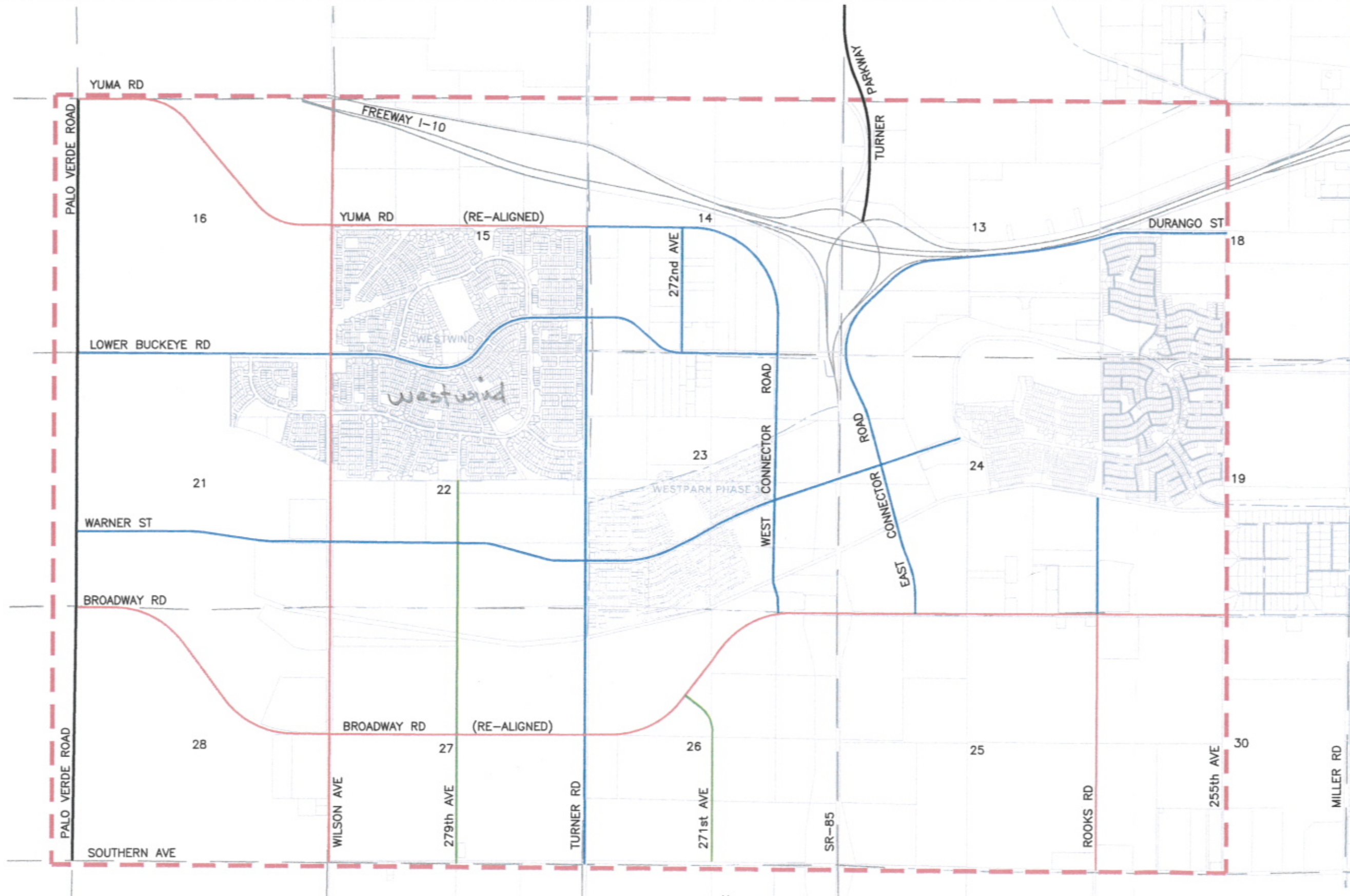
DATE: SEPT. 2008
JOB NO.:
LAST UPDATE
DWG NAME

SR 85 AREA TRANSPORTATION PLAN TOWN OF BUCKEYE, ARIZONA



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	SCALE: 1" = 1000' DESIGNED BY: DRAWN BY: CHECKED BY:	DATE: SEPT. 2008 JOB NO.: LAST UPDATE: DWG NAME:	OF